

SECRET

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THIS IS UNEVALUATED INFORMATION

1. The newspaper Izvestia on 18 Jun 53, No 168, printed information from TASS in the form of a report dated 17 Jun. 53 under the headline, "The Launching of the Tanker Tuapse". In this article, it was stated that on 16 Jun 53 in the Copenhagen ship-building yard of Burmeyer and Vayn the tanker Tuapse was launched for the Soviet Union.
2. Present at the launching were the directors, the engineering and technical personnel of the Burmeyer and Vayn shipyard and Soviet representatives.
3. [redacted] after the tanker Tuapse has been fitted out, she will be sent to the Black Sea, and put under the directorate of the Black Sea Federal Petroleum Steamship Company, Sovtanker. [redacted] is based on the following points:
  - (a) The tanker Tuapse must belong in the class of heavy ships, and must have a displacement of not less than 8,000 to 10,000 tons. The Soviet Government usually does not place orders for ships of this type with a low displacement in foreign countries.
  - (b) In the Soviet Union three steamship companies specialize exclusively in the carrying of petroleum products on the sea. They are:
    - (1) The Black Sea Federal Petroleum Steamship Company Sovtanker
    - (2) The Caspian Federal Petroleum Steamship Company Kasptanker
    - (3) The Astrakhan Federal Roadstead Petroleum Steamship Company Reydtanker.

CLASSIFICATION SECRET/SECURITY INFORMATION

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The transportation of petroleum products by the remaining sea steamship companies in the USSR is only done as a sideline, and makes up an insignificant part of the total amount of petroleum carried. The basic business of these steamship companies is the carrying of dry cargo. It is very important for the Soviet Government that the work of the petroleum steamship lines be carried out as efficiently as possible. For this reason, the government always gives first place to the technical needs of these steamship lines; that is, to the quantity and quality of oil-carrying ships. For this reason, it is evident that the Tuapse is destined for one of the petroleum companies, Sovtanker, Kasptanker, or Reydtanker.

- (c) This tanker could not be given to the Astrakhan Government Roadstead Petroleum Steamship Line Reydtanker, because its size and draft would not permit it to go from the Baltic Sea to the Volga, or permit it to pass through the Volgo-Kaspysky Channel to the 14-foot sea roadstead. Besides, the Reydtanker Company has more than enough tugboats and non-self-propelled oil-carrying craft; that is, the carrying capacity of the fleet is quite a bit higher than the actual amount of cargo carried.
- (d) The tanker Tuapse would not be given to Kasptanker; first of all, because her size and draft would not permit her to pass from the Baltic Sea through the Mariin System to the Volga, and further through the Volgo-Kaspysky Channel into the Caspian Sea. Besides, Kasptanker has more than enough carrying capacity in its fleet. Last of all, even in case there arose a necessity to add to the Kasptanker Fleet, this demand could be met by the regular supplier of ships for this company, the Sormovsky Factory of Transportation Machine Building imeni Zhdanova.
- (e) Therefore, we can say that the Tuapse will be given to Sovtanker. Here it is necessary to take into account the fact that the Directorate of Sovtanker repeatedly raised the question of the fillout of the fleet with new ships. The company was motivated by the fact that its carrying capacity is small and even inadequate for the steadily increasing amount of petroleum cargo it must carry. For these reasons, the tanker Tuapse will be 50X1 given to Sovtanker.

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